

Approved For Release 2008/07/28 : CIA-RDP80T00246A000600780001-9

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ARMY review completed.

USAF review completed.

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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY	Hungary	USAF review completed.	
SUBJECT	Construction and Transport Equipment		
	ARMY review completed.		
		DATE DISTRIBUTED	12 Feb 1957 25X1
		NO. OF PAGES	2
		NO. OF ENCLS.	
		SUPPLEMENT TO REPORT #	25X1
THIS IS UNEVALUATED INFORMATION. 25X1			
<p>[This report is the result of a joint collection effort by the Air Force, the Army and CIA and is disseminated in accordance with the provisions of NSCID # 77]</p> <p>25X1</p> <ol style="list-style-type: none"> <li>1. The ditcher [See sketch (a)] of Soviet origin is capable of digging ditches 60 cm wide and one meter deep. It is tractor-drawn and is mostly used in road construction.</li> <li>2. The assault boat [See sketch (b)] is made of wood and powered by a 30 hp gasoline engine. The power unit, known as the "motor car," is a combination prime mover and rudder. It is made by the Budapest Small Motor Factory.</li> <li>3. The Mocso utility boat [See sketch (c)], which can accommodate 20 fully equipped personnel, can also be used for floating pontoons into position. It is powered by two 70-hp, 6-cylinder diesel engines (Csepel). The boat's twin screws not only propel but also serve as rudders.</li> <li>4. The light and heavy pontoon (model unknown) [See sketch (d)] are of the same design. The difference is in the material used. The wooden, or light, pontoon has a carrying capacity of seven tons, and the steel, or heavy pontoon, used in pairs, can carry 70 tons. The pontoon consists of three sections: 10-meter bow, 12-meter center and 10-meter stern.</li> <li>5. The first-class railroad lines (48.3 kg/m of rail) are now designed to carry Soviet railroad cars. The distance from the center of one track to the center of an adjacent track is four meters.</li> <li>6. Construction has been started on a permanent overpass to carry two tracks over Villanyi St (formerly Szent Imre Herceg St) and Bajmoci St in Budapest. This work is to be finished in 1957. (AMS Series M973, sheet 3, Budapest 351.6 5260.9).</li> <li>7. A single-track railroad, with one bridge, has been built between Sukosd and Baja but it has not been used since Hungary's relations with Yugoslavia improved after Stalin's death.</li> </ol>			
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8. Hungarian railroads are built according to norms designated as MNOSz (Magyar Nepkoztarsasag Orszagos Szabvanya -- Hungarian People's Republic Government Norm). The Hungarian standards are mostly based on the German DIN (Deutsche Industrie Normen).

9. [redacted] the bridge norm for first-class bridges: 25X1  
"At distances of 1.30 m, seven times the load of 25 tons can be applied to two rails on a bridge. This represents the load of a theoretical locomotive."

[redacted] classified CONFIDENTIAL, are these sketches 25X1  
[redacted] 25X1

- (a) The ditcher described in paragraph 1.
- (b) The assault boat described in paragraph 2.
- (c) The Mocso utility boat described in paragraph 3.
- (d) The pontoons described in paragraph 4.

-end-

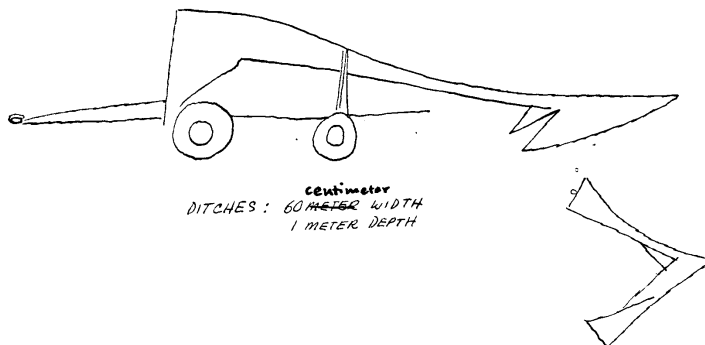
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Sketch (a)

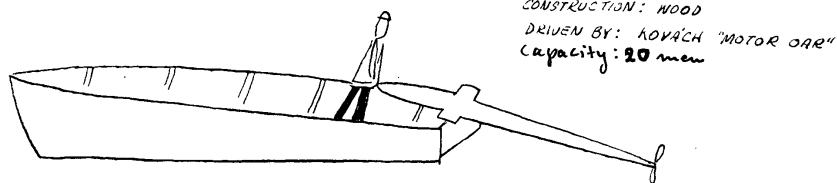
SKETCH OF SOVIET DITCHER



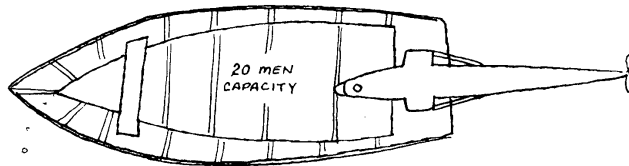
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SKETCH OF "ROCSO" STORM BOAT

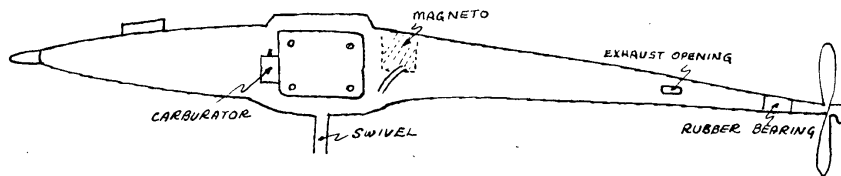


CONSTRUCTION: WOOD  
DRIVEN BY: KOVÁCH "MOTOR OAR"  
CAPACITY: 20 men



CONSTRUCTION: STEEL  
CAPACITY: 20 men

KOVÁCH "MOTOR OAR"



KOVÁCH MOTOR - MANUFACTURED BY BUDAPEST SMALL MOTOR FACTORY  
30 HP. - 2 CYLINDER - 4 CYCLE

Sketch (b)

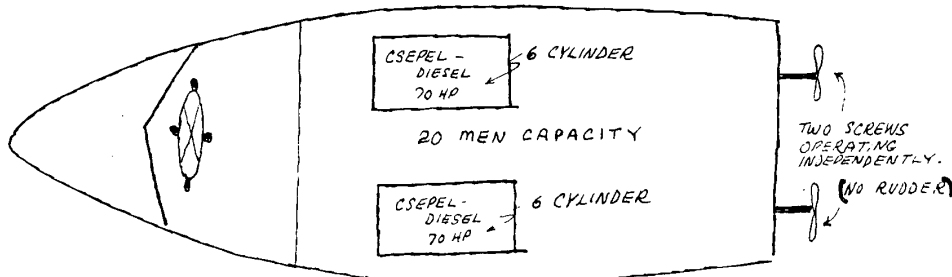
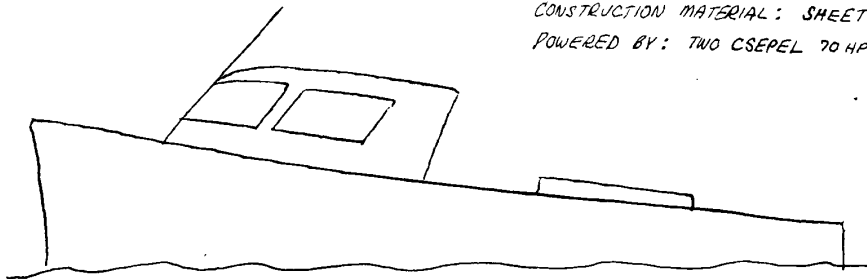
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Sketch (c)

"MUGSO" UTILITY BOAT (also used as a bridge  
direction boat)

CONSTRUCTION MATERIAL: SHEET METAL  
POWERED BY: TWO CSEPEL 70 HP MOTORS



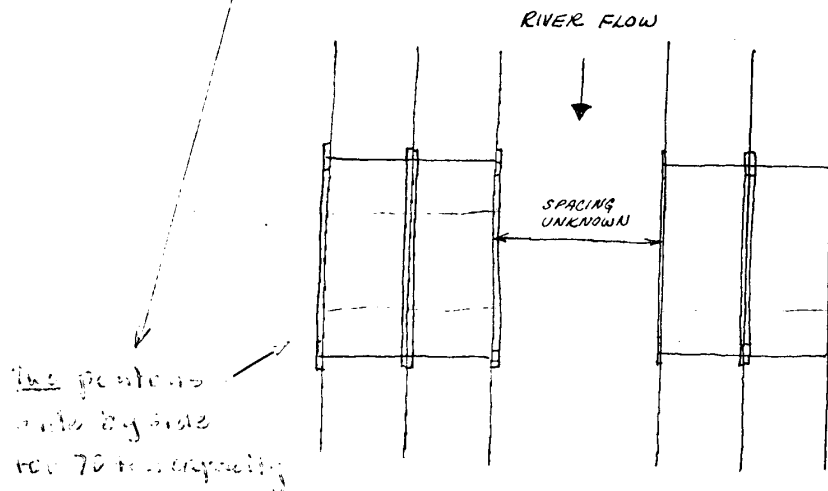
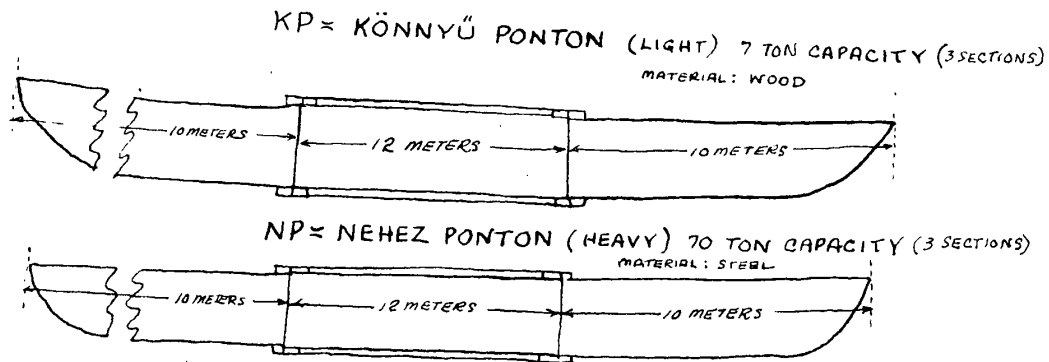
CSEPEL MOTOR - MANUFACTURED BY CSEPEL PLANT NEAR BUDAPEST

70 HP - 6 CYLINDER DIESEL ENGINE - 4 CYCLE

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Sketch (d)



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